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CLASSIFICATION CONFIDENTIALCOUNTRY East Germany

REPORT

TOPIC Passenger Car Battalion of the East German Ministry of the Interiorin Berlin-Adlershof

615962

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 9 February 1954

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The passenger car battalion, which is stationed on the former Aeronautical Test Station (Luftwaffenversuchsanstalt) in Berlin-Johannisthal is subordinate to the East German Ministry of the Interior. Officers assigned to this ministry included:

Lieutenant General Vincenz Fueller, chief of staff, living in Berlin-Johannisthal;  
 Lieutenant Colonel Zitschke, deputy chief of staff;  
 Major General Wagner, chief of the operations staff, living on Heinrich-Mann Allee in Berlin-Pankow;  
 Colonel <sup>Georg</sup> Reimann, chief of the Signal Communication Section;  
 Colonel Reinhold, chief of the Finance Section;  
 Lieutenant Colonel Bulinin, chief advisor for financial matters;  
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2. The organization and strength of the unit is as follows:

	Officers	NCOs	EM
Headquarters	12		
Headquarters company	1	25	2
1st through 3d COs each	6	13	73

A motor repair shop under the command of an officer, at which 20 civilians were employed, was also assigned to the passenger car battalion. Officers assigned to the latter unit included:

Major Kuehnel (fnu), CO;  
 Sub-Lieutenant Engelmann (fnu), chief of staff;  
 Lieutenant Wolf (fnu), technical commander;  
 Senior Lieutenant Hainsch (fnu), SSD officer;  
 Sub-Lieutenant Breitfeld (fnu), chief of the motor vehicle repair shop;  
 Sub-Lieutenant Schmidt (fnu), CO, 1st Co;  
 Sub-Lieutenant Loeser (fnu), CO, 3d Co.

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3. The equipment of the unit included about 150 type BMW, EMW, SIM, and TATRA sedans and 1 model-Horch sedan.

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4. About 10 percent of the personnel belonged to the 1935 class, 30 percent to the 1934 class, 40 percent to the 1933, 10 percent to the 1932 class and 10 percent to older-year classes. About 90 percent of the soldiers had served up to 3 years, and 10 percent from 3 to 5 years. About 25 percent of the personnel came from Saxony-Anhalt, 30 percent from Saxony, 20 percent from Thuringia, 10 percent from Mecklenburg, 7 percent from Brandenburg and 8 percent from Berlin. About 10 percent were followers of the regime, 30 percent indifferent, and 60 percent were secret opponents. The morale of the soldiers was poor; this was due to irregular duty hours and insufficient leave.

5. The individual companies had to serve the following offices:

1st Co, offices on Glinka Strasse, Behren Strasse and in Berlin-Johannisthal;  
2d Co, the office for Soviet advisors in Berlin-Adlershof;  
3d Co, the office on Schneller Strasse.

Comment: The Passenger Car Battalion is a component unit of the Motor Transport Regiment of the Ministry of the Interior/KVP.

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